

Cycle Track Crash Modification Factors
*Published, Peer Reviewed Studies **

Treatment/Device	Crash Modification Factors or Change in Behavior	Study Author/Date	Statistical Significance **
One-Way Cycle Tracks: Intersection Treatments			
Raised Cycle Crossings	<u>Intersections + Links</u> Cyclist Crashes: -20 to -33% (greater reduction in cyclist risk due to increased biking)	Garder (1998)	Statistical significance not reported
	<u>Intersections</u> Cyclist Crash Risk: -51%	Schepers (2011)	RR: 0.49 (0.32 to 0.77 at 95% CI) P-value<0.01
	Vehicle Turning Speeds: -40%	Garder (1998)	Statistical significance not reported
Convert cycle track to cycle lane 20 to 30 meters in advance of intersection with use of advance stop line for motorists 3 to 5 meters behind waiting cyclists	<u>Intersections</u> Cyclist Crash Risk: -35%	Linderholm (1992)	Statistically significant
Colored cycle crossings (blue) through intersections	<u>Intersections</u> 4-way / 1 colored crossing: -10% overall crashes -19% overall injuries	Jensen (2008)	RR: .90 (0.80 to 1.02 at 95% CI)
Two-Way Cycle Tracks: Overall Results			
Separated from traffic by raised medians, parking lanes or delineator posts	<u>Intersections + Links</u> Cyclist Injury Risk: -28%	Lusk (2011)	RR: 0.72 (0.60 to 0.85 at 95% CI) P-value<0.01
Two-Way Cycle Tracks: Intersection Treatments			
Raised cycle crossings	<u>Intersections</u> Increase proportion of drivers who scan to the right	Summala (1996)	Small n; Statistical significance not reported
Colored cycle crossing (red) in combination with bicycle stencil in advance of intersection on cross-street approach	<u>Intersections</u> Increase drivers scanning to the right: +31% (increased from 9% to 40% of drivers)	Rasanen & Summala (1998)	P-value<0.001

* Only published studies controlling for exposure and based on collision and/or injury data are included. Wegman (1988) and Welleman (1988) are excluded because these studies evaluated cycle tracks used by moped riders, before the law was changed in The Netherlands to exclude mopeds from cycle tracks due to safety concerns. The findings of Garder et al. (1994) are excluded because these combined opinion survey responses, gathered without random sampling, with the empirical results.

** RR: Relative Risk; CI: Confidence Interval